

**TOWN OF WELLINGTON
COMPREHENSIVE MASTER PLAN
2014**

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CHAPTER I: PLAN SUMMARY

A. Legal Status of the Town of Wellington's Comprehensive Plan

This Land Use Plan update has been adopted by Wellington's Town Board in accordance with 31-23-208, C.R.S, after notice to Larimer County and Weld County in compliance with 24-32-3209, C.R.S.

B. Need for Update of the 2008 Plan

The 2008 Plan was adopted with a stated goal of looking into the future 10 to 15 years and with a recognition that a major revision of the plan would be needed within 5 to 7 years. Accomplishments in meeting plan goals and changing circumstances would precipitate the need to update this Plan at the five year mark are outlined below:

Growth

At the time of the 2008 update, the Town had experienced rapid residential growth for 10 years with approximately 1.5 square miles of land annexed into the Town to accommodate residential and commercial growth Residential Growth had averaged 11% annually between 2003 and 2007, with the average number of building permits for residential units being 164 per year. At the end of 2007 there were approximately 1,650 approved single family residential lots available which provided 11 years of residential growth at the average housing starts over the previous 7 years. Building permits for new single family residences were 78 in 2007. New residential permits averaged 20 per year from 2008 to 2011 with 70 permits in 2013 and 147 permits in 2013.

Commercial growth has lagged behind residential growth but most of the major goals for attracting commercial services were realized, including a medical clinic, pharmacy and supermarket were realized. Additionally, a McDonalds, Family Dollar, Dental clinics and Veterinary clinics have been added since the 2008 plan. The downturn in the economy was difficult for businesses with the Supermarket almost closing before a new owner was found.

Industrial growth continued with approximately 6,000 sq. ft. of new space in Boxelder Business Park annually. In 2013 the 87 acre Bonfire Annexation on Sixth Street north of Washington Avenue was finalized and a permit issued for a 60,000 sq. ft. building for Cameron (an oil field services company) on the south 15 acres of the site and renewed plans to subdivide the remainder as an Industrial park.

Larimer County IGA on Growth

A stated goal of the 2003 Plan was to enter into an IGA with Larimer County on growth within the Growth Management Area. The County had been promoting the advantages of such an agreement. The terms used for growth boundaries and the future land use map based on our performance district zoning were not compatible with the County's template for growth management IGAs with municipalities. Under these IGAs the County places an overlay zoning consistent with the Town's adopted future land use map. A major goal in the 2008 update was to adopt growth boundaries consistent with the County's nomenclature and proceed with an IGA with the County directly after adoption of the 2008 update. The Public Hearings associated with the 2008 update centered on the growth boundary and future land use map, but by the time the 2008 plan was adopted the political landscape at the County had changed and efforts to enter into an IGA failed. At the time of this update there is no IGA with the County and while the growth boundary and future land use maps have been reviewed for continued relevance but major changes to these maps were not a goal of this plan.

Parks and Trails Master Plan

Prior to the 2008 update the Town completed a Parks and Trails Master Plan identifying existing and future improvements to the Towns parks and trails which was incorporated into and made part of the Plan. Based on the priorities set forth in the Parks and Trails Master Plan the Town and a consultant developed a plan for the development of a the Wellington Community Park on 30 acres along Boxelder Creek which had been dedicated to the Town as open space by the developer of the Buffalo Creek Subdivision.

Park Fund revenue from residential building permits was not adequate to fund the park or matches for grants to construct the Community Park in a reasonable time period, The town submitted a ballot question to the voters asking them if the 1% sales tax which had been dedicated to the Street Fund could also be used for park improvements. The Ballot issue passed and fund reserves in the Park Fund have been increasing. Another Ballot question was approved by the voters in 2014 to borrow \$2.4 Million to construct the Wellington Community Park in 2015.

In 2013 the town had an opportunity to jointly, with the Boys & Girls Club, purchase 18 acres of land known as the Thimmig Annexation across Sixth Street from the Middle School, with a plan to develop a future Town Hall and Recreation Center, ball field and football field, along with a Boys & Girls club and possibly a charter high school on the site

C. How the Comprehensive Plan is Used

Use by the Town

The Plan will be used by the Town's Board of Trustees, Town Staff and various Boards and Commissions to determine annual work programs and budgets.

The Plan will be used to guide decision making in issues regarding land use, infrastructure improvements, community character, and environmental quality.

The Plan should be reviewed on an annual basis by the Town Board and Town staff. The intent of the review is to verify if the action items identified have been met, completed on schedule, are no longer valid, or if new ones need to be added. Amendments can be added to the plan as a supplemented Chapter in the beginning of the document or biannually in a new copy printed with all revisions.

The Town will notify community service groups, local agencies or businesses that the Plan is available to aid in their goal setting in relationship to the Town.

The Plan should prove useful to Wellington residents, the real estate community, private individuals or developer's representatives to market new development or redevelopment. The Plan should be made available to all prospective businesses, employers and residents to help them understand what the community wants to be and how it plans to get there.

Plan Review

Any proposed annexation, rezoning, subdivision, or Conditional Use should be compared to this Plan.

If the request does not conform to this Plan, the request should be denied unless approving the request will definitely benefit the community due to changing conditions or unique circumstances. In this case the Plan should be amended accordingly.

D. Issues Addressed by the 2014 Comprehensive Plan

This Chapter outlines the Issues addressed in this Comprehensive Land Use Plan. The 5 plan elements are:

- Managing Growth
- Land Use
- Business Development
- Infrastructure
- Community Character and Services

Each element is intended to provide direction and answers to specific questions the Town of Wellington and area residents are presently coping with.

E. Key Components of the Comprehensive Plan

The five strategic components of the Comprehensive Land Use Plan are:

1. *Managing Growth*

This component provides strategies to manage growth to ensure development occurs in accordance with community wants and needs. The key elements to the Managing Growth component are:

- Type and Location of Growth
- Cost of Growth

2. *Land Use*

This component provides the general framework for all future development in the community. There are two key elements to the Land Use component:

- Commercial, Industrial and Housing Development within existing Town
- Future Land Use within Growth Management Area

3. *Business Development*

This component provides the strategy to attract and retain businesses. The key elements are Retail Development and Industrial Development. Retail development and business retention along Cleveland Avenue in the historical downtown has distinct challenges from retail development in newer commercial areas within the town.

- Retail Development
- Industrial Development

4. *Infrastructure*

- Maintenance
- Development Paying for Improvement Costs
- Upgrade of Water and Sewer and Stormwater Facilities
- Transportation
- Natural Gas and Electric Utilities

5. *Community Character and Services*

- **Community Character**
- **Public Safety**
- **Youth Programs**
- **Parks, Trails and Recreation**
- **Poudre R-1 School District**

CHAPTER II: GOALS, PRINCIPLES AND POLICY STATEMENTS FOR THE FIVE PLAN COMPONENTS

A. COMMUNITY VISION STATEMENT

The overall vision statement for the Town of Wellington describes the “preferred future” for the community as identified by its citizens, business and property owners. It is based on the premise that citizens have a choice about the future direction of their community, and through the coordinated implementation of this plan, choices can be made.

The citizens of Wellington choose to deal with the issue of growth proactively in order to maintain the quality of life in the community. Over the past fifteen years, the Town has witnessed a significant amount of residential growth. Wellington residents want to continue to investigate the development of innovative land uses that provide a sound tax base, preserve the quality of life, and balance residential and commercial development. Citizens want to ensure that new development does not overburden existing infrastructure and services and does not detract from the community’s existing character. The valued aspects of the Town’s character include: friendly and accessible downtown, seeing familiar faces around town, a safe and relaxed environment, and diverse community programs and activities.

To achieve this vision, all programs, projects, activities, policies and regulatory standards within the Town of Wellington, whether private or public, should strive to meet the following Overall Goals. Overall Goals define the values that are important to the community.

B. Overall Community Goals

Overall Goals define the values that are important to the community as discovered in the Community Assessment, Resident Surveys and Plan update workshops of the Planning Commission.

Develop a diverse, healthy and vibrant economy by encouraging businesses that add to the tax base and provide jobs for local residents.

Develop efficient processes for those desiring to develop land or start businesses in the Town of Wellington.

Establish mechanisms to ensure that new growth does not outpace the adequate provision of infrastructure.

Improve the quality of community service facilities and amenities to enhance the quality of life for all Wellington area residents as an increasing tax base allows

Encourage a wide range of housing opportunities for Wellington residents.

C. PRINCIPLES AND POLICIES

This Chapter of the Plan provides specific guidelines that will assist the Town of Wellington in realizing its vision. For each element of each plan component, the citizens of Wellington, their appointed and elected officials have concurred on:

Guiding Principles — These are the central, key concepts that guide decision making. They address and summarize the concerns and desires of the community's residents and businesses.

Policies — Policies provide direction for the Town's Board of Trustees, Planning Commission and Town Staff regarding public investments, issues regarding community form and function and land use matters. Policies state the desired goals the Town of Wellington is attempting to move toward. Policies should guide both the Town's Board of Trustees' and Planning Commission's actions. The policies should be reviewed annually by both the Board of Trustees and Planning Commission to ensure they adequately and clearly articulate the desires of the Town.

The Planning Commission, Board of Trustees and Town staff will refer to the following principles and policies in their review of any land use matter.

Managing Growth

PRINCIPLE 1

Ensure the logical extension of the Town boundaries so that Wellington may expand in a directed and fiscally sound manner providing greater predictability in the rate, location, type and character of new growth.

POLICIES

Growth of the Town will be considered within two distinct boundaries:

- The existing Town limits
- The Growth Management Area

The Town should promote new development and redevelopment existing underdeveloped land within the current Town limits.

The Growth Management Area is the area in which the Town will be able to provide services with existing or planned expansions of the water and wastewater plants. The Town should not annex land within the Community Influence but outside of the established Growth Management Area. Strategic annexations within the Growth Management Area are encouraged if such annexations provide serviceable growth and are consistent with this Plan. Annexations within this area will be evaluated based on their impact on the local tax base and value to the residents of the community. The Town of Wellington is the preferred supplier for all water and sewer infrastructure within the town.

PRINCIPLE 2

Ensure that new development does not create a net negative fiscal impact on the Town.

POLICIES

The Town should base approval of annexation and new development proposals on a cost-benefit analysis. An increased tax base, should not be the sole determinant, but should be a major objective in order to keep Wellington an affordable place to live while still achieving land use objectives.

Assure that developers are completely informed about and pay the costs of public improvements such as streets, water, sewer and drainage made necessary by their developments.

The Town should strive to increase the sales tax base, in appropriate locations as designated on the Future Land Use Map and within the municipal boundaries, in order to finance needed improvements to the Town's infrastructure, public services and amenities.

New residential and commercial developments should pay impact fees for the costs to expand the water treatment plant, wastewater treatment plant, parks and trails as necessary to serve their developments.

New residential and commercial developments should pay impact fees to cover the costs associated with the increase of traffic on existing streets due to their developments.

PRINCIPLE 3

Implement policies that will prevent Wellington from becoming a suburb of Fort Collins as the region continues to grow.

POLICIES

The Town should continue to implement policies to maintain Wellington's unique identity by ensuring that Fort Collins or other neighboring jurisdictions do not grow to Wellington's Growth Management Area.

PRINCIPLE 4

New development should acknowledge, respect and incorporate existing environmental constraints and opportunities to ensure that Wellington area's natural and manmade environment is preserved and enhanced.

POLICIES

Development of permanent structures in the 100-year flood plain on the land adjacent to Boxelder Creek should be prohibited.

The Town recognizes the State Wildlife Refuge Area on our eastern Town boundary is a source of recreation for residents and should consider the impact upon that recreational area of any new development when weighing a land use decision on the east side of the Interstate.

LAND USE

PRINCIPLE 5

Encourage a wide range of quality housing and a variety of residential units—both in terms of price and type of unit—allowing households with different incomes and needs to live in Wellington.

POLICIES

The Town of Wellington should continue to support the Wellington Housing Authority in their mission to provide affordable housing for low and moderate income residents.

Preserve a minimum single family lot size of 6,500 square feet and existing setback requirements. Discourage variances to the contrary.

Encourage mixed use residential developments with single family and multi-family dwelling units along with community commercial.

BUSINESS DEVELOPMENT

PRINCIPLE 6

Maintain an economically feasible balance between residential and commercial/industrial growth in the Town of Wellington. An 'economically feasible balance' entails increasing both local job opportunities as well as tax revenues in order to provide increased services to a growing residential population.

POLICIES

Citizens will continue to be represented in, and informed about, the community's economic development efforts.

Encourage through land use regulations, new industrial and commercial uses to be located, designed and operated to minimize impacts on surrounding land uses, incompatible adjacent uses and the overall image of the community.

Encourage auto-oriented commercial service uses along Cleveland Avenue and Sixth Street directly off the Interstate.

The following locational criteria should be used in determining where industrial and commercial land uses are to locate:

- Industrial and Commercial uses should have good access to highways and railroads.
- Industrial uses should locate in close proximity to other industries. When industries are grouped together, there are fewer negative impacts on other land uses.
- Commercial and industrial uses should locate in close proximity to existing or planned infrastructure particularly sewer, water, natural gas and electricity. Water must be of adequate flow and pressure to ensure proper fire protection. On-site septic systems (other than pre-treatment) should not be allowed for commercial or industrial uses.
- Encourage desirable industrial development -- non-polluting, supportive of the community, and whose presence will have a net positive impact on the Town of Wellington.
- Continue to consider a federally funded general aviation airport north of town, applying for grants to complete site selection/planning and environmental studies

PRINCIPLE 7

Encourage retail opportunities in the community to increase convenience to residents, to minimize the “leakage” of consumer dollars to surrounding towns, and to provide more employment opportunities for Wellington’s youth and other residents seeking jobs.

POLICIES

The Town should continue to work with businesses and residents to identify and pursue opportunities to bring new businesses into the community that offer a wide range of goods and services.

Strive to develop a supportive business environment that aids in creating a healthy and sustainable local economy.

The Town should continue to provide incentives, including enterprise zone incentives, and waiver of impact fees to attract desired commercial and industrial businesses.

PRINCIPLE 8

Incorporate support of existing business in any economic development strategy.

POLICIES

The Town will keep lines of communication open with the business community through the Chamber of Commerce. In so doing, the Town will be able to both formally and informally keep businesses aware of the opportunities available to patronize other local businesses and create the “linkages” that are so important in building the local economy.

INFRASTRUCTURE

PRINCIPLE 9

All new development should pay for required infrastructure improvements and not create a burden on existing residential development.

POLICIES

The Town should continue to monitor and assess the incremental costs associated with new development for each utility service to ensure that new development pays for utility expansion.

The Town should continue to monitor all impact fees and dedications required of new development to ensure that required fees and infrastructure improvements remain competitive with similar north Front Range communities.

PRINCIPLE 10

Establish a long range transportation and traffic circulation plan for existing and proposed roads that meet the needs of all segments of the community and accommodates pedestrians and bicyclists as part of the Town's on-going Capital Improvements Planning.

POLICIES

This Plan establishes a basic hierarchy of roads as the first step toward developing a long range transportation plan. As development occurs, the Town should require new development to demonstrate how the proposed development will connect to the existing street system and how the proposed development further enforces the historic street grid which is characterized as a system of interconnected local streets

Continue to implement and maintain a traffic system that encourages the use of arterial streets for cross-town and regional traffic, the use of collector streets to channel traffic from neighborhoods to arterial streets and to minimize the use of local streets for through traffic.

The Town, as allowed by Title 31, Article 23, Section 212 of the Colorado Revised Statutes should control the design and development of streets within three miles of their municipal borders through the adoption of the Major Street Plan.

The Town should take an active role in all road planning studies in the Wellington Community Influence Area including studies concerning 1-25.

As the Town continues to grow the potential for public transportation systems should be explored.

PRINCIPLE 11

New development should make the necessary contributions to the overall transportation system based on the type of trips generated.

POLICIES

Developers should be required to dedicate all necessary right-of-way and bear the construction costs of all streets and/or traffic control devices, such as traffic lights, necessitated by the development. The Town should undertake a study to determine an adequate Road Impact Fee to mitigate impacts to the existing street system in proportion to the increased loading and access problems caused by the development.

PRINCIPLE 12

The town should continue the use of a 5 year capital improvement plan as a tool for annual budgeting for the maintenance and upgrading of existing streets and other infrastructure.

POLICIES

The Capital Improvement Plan should be considered during the review of any new development or redevelopment within the Town of Wellington.

Any development within the designated Growth Management Area should be reviewed based on its conformity with this Plan and its impact on the adopted Capital Improvements Plan.

The Town should continue to maintain existing structure and systematically work toward improving the condition of the streets.

The Town should pursue grants and low interest loans for the construction or acquisition of items in the Capital Improvement Plan.

PRINCIPLE 13

The Town should follow its five year capital improvements plan as a first step in addressing needed improvement and expansion of the current water and sewer systems, parks, trails and streets.

POLICIES

The Town of Wellington recognizes its agreement with Northern Colorado Water Association limits its ability to provide water service in the most efficient manner possible and should pursue modifications of this agreement.

New sources of raw water need to be investigated and acquired to supplement and limit reliance on North Poudre Irrigation contract water in order to keep water rates competitive with neighboring communities and to provide alternate sources in emergencies where North Poudre Irrigation water may become unavailable.

All new development should connect to the Town's centralized sewer system.

The Town will continue to annually monitor all impact fees and dedications required of new development to ensure that required infrastructure improvements remain competitive with other Colorado communities, and are adequately financed so as not to overburden existing residents.

The Town should pursue a systematic replacement of the water distribution and wastewater collection system prior to maintenance and repairs of older systems

COMMUNITY CHARACTER AND SERVICES

Community Character

PRINCIPLE 14

Enhance the community's existing small town atmosphere. Desirable attributes to build upon include: being able to walk almost anywhere, a

pedestrian scaled Cleveland Avenue, an abundance of open space around the edges of the community, and an approachable and friendly Town government.

POLICIES

Encourage development of new single-family residential housing in close proximity to existing residential neighborhoods.

New development provides pedestrian links to existing neighborhoods, parks, schools and other community amenities as a means of enhancing the overall transportation system within the community.

Encourage infill development.

Encourage open, respectful and sincere communication between citizens and town government by:

- Responding to stated public needs contained in this Plan
- Actively soliciting public input and involvement in its activities and decision-making. Public information should be widely disseminated through notices, posting on the Town web site, creation of citizens' committees when needed, and local public media
- Encouraging community leadership and participation in Town government
- Encourage Larimer County maintain existing zoning designations surrounding Wellington. The Town should support clustering of developments by the property owner outside the Growth Management Area

PRINCIPLE 15

Strengthen the central business district by improving the appearance and vitality of Cleveland Avenue.

POLICIES

Encourage facade improvements of businesses along Cleveland Avenue, the historic downtown core of Wellington in accordance with the adopted Downtown Commercial District Architectural Guidelines.

Enhance the character and pedestrian-friendly environment of Cleveland Avenue through vigilant upkeep and maintenance of the streetscape.

Invest in storm water infrastructure improvements to protect Cleveland Avenue from nuisance flooding from minor storms.

PRINCIPLE 16

Develop and maintain the principle entrances into Wellington as "gateways" so as to create a strong, favorable visual impression and community identity for people entering Wellington.

POLICIES

The full I-25-Cleveland Avenue Interchange should be developed as the primary gateway in to Wellington. This should include monument signs, public directional signs and CDOT Blue Access Information signs.

The Town's western boundary should announce your arrival in Wellington and convey a positive first impression of Wellington.

Public Safety and Other Community Services

PRINCIPLE 17

Provide responsive local law enforcement at the level necessary to ensure public safety.

POLICIES

The Town should conduct an annual review and analysis which compares crime statistics and law enforcement expenditures.

Strive to curb youth violence by developing a close working relationship with the school district and increasing after school programs.

Enforce the teen curfew.

Work with State organizations and privately funded initiatives to institute crime prevention techniques throughout the community.

Work with Wellington Fire District to provide adequate fire protection and provide safe movement of emergency vehicles.

PRINCIPLE 18

Encourage the expansion of community services and amenities as funding becomes available.

POLICIES

Encourage the creation of assisted living facilities for senior citizens

As funding becomes available, continue to maintain and expand both hours and facility size of the library and the Leeper Community Center.

The Town should encourage bus or van service for senior citizens between Wellington and Fort Collins for health and welfare needs.

The Town in cooperation with local businesses should continue to promote civic pride through sponsorship of events like the Fourth of July, Harvest Festival and the Christmas Parade.

Youth Programs & Opportunities

PRINCIPLE 19

Work with the school district to maintain the quality of the schools and prevent schools from becoming overcrowded or underfunded.

POLICIES

Notify the school district of population projections and safety impacts associated with Town development decisions.

The Town, in conjunction with the PTA, PTO and citizens should participate in negotiations with the Poudre R-1 school district to reopen a high school within or near to Wellington to decrease the commuting time to and from school and to enable more students to participate in extracurricular activities which time and distance often prevent.

Support the expansion of Middle School and a new elementary school as growth necessitates.

PRINCIPLE 20

Encourage more employment and other after school opportunities for Wellington's youth.

POLICIES

Work with existing and new businesses to encourage the hiring of Wellington youth for part time or summer jobs.

Continue to support the efforts of the Boys and Girls Clubs and after school programs which provide valuable community services.

RECREATION AND TOURISM

PRINCIPLE 21

Wellington should improve or expand park facilities and services in relation to population growth, population composition and user demand using the Parks and Trails Master Plan as a guideline.

POLICIES

Establish a plan and funding mechanism to develop a recreational center with a swimming pool.

Develop a bicycle/pedestrian path that runs along Boxelder Creek - one of Wellington's natural amenities - which provides a connection to the proposed regional trail system and to Fort Collins. New residential development should

provide linkages to existing or planned pedestrian corridors and community facilities.

Continue to develop park areas dedicated as part of subdivision approvals to serve the residents of the Town.

The Town, in cooperation with the School District and Larimer County Boys & Girls Clubs, should pursue the development of a regional recreation program to provide year round active recreation facilities that can be used by school aged children (K-12) as well as the growing senior population in the region.

PRINCIPLE 22

Nearby recreational facilities including the state wildlife areas and numerous private and public reservoirs should be promoted. Develop the I-25/Cleveland Avenue highway business district to attract tourists off the Interstate as Colorado's northernmost gateway to attractions of the Colorado Front Range.

POLICIES

- Encourages businesses supporting regional recreation such as sporting goods store and bicycle shops;
- Encourage businesses such as motels and restaurants to locate in highway business district to accommodate tourists traveling I-25; and
- Encourage the Colorado Department of Transportation to provide appropriate signs to direct travelers into Wellington

CHAPTER III: COMMUNITY GROWTH

A. Introduction

This Chapter presents two potential growth forecasts for the Town of Wellington and associated land, housing and infrastructure requirements. These forecasts, along with the community's goals and policies for future land use, are the base line information used to establish new growth areas in the community and develop the future land use plan. The projections are based on low and high growth rates experienced in the last 10 years

B. Present Population & Demographics

The population of Wellington determined in the 2000 census was 2,672, in 2010 it was 6,289 with Town of Wellington staff estimate of population as of January 1, 2014 at 6,800.

C. Current Growth Trends

The 2010 Census showed the Town had more than doubled in size between 2000 and 2010 corresponding to an average rate of growth of just under 9% annually. In the first half of the decade with no end in the housing boom in sight developers annexed and subdivided approximately 2 square miles for residential and commercial development. Most major offsite infrastructure improvements were completed, and approximately half of the interior infrastructure improvements to the subdivisions were completed.

The economic downturn starting in 2007 reduced growth to just a couple percent a year. The improved economy starting in 2012 and increased growth to a 6% rate in 2013 with building permits for 140 new housing units.

A low growth scenario of 3% over the next 10 years would deplete the existing annexed and subdivided vacant residential lots. A growth rate scenario of 10% would require new annexations and development approvals starting by 2017.

The Town of Wellington has been actively pursuing new economic development to diversify the local tax base. The Town is interested in commercial and industrial uses that can contribute to the local sales tax base and jobs. In 2000, retail sales tax accounted for 26% of total General Fund tax revenue for the Town. Retail sales tax increased to 30% of total tax revenue by 2012. Property Tax revenue also increased slightly from 24% to 25% of the total tax revenue while Use Tax on Building Materials fell from 22% to 14% of total tax revenue. These statistics show the trends going in the right direction but the gains have been only modest, indicating a need to continue the active pursuit of new generators of sales tax and jobs as a high priority.

D. Growth Scenarios for the Wellington Area through 2023

Two growth scenarios were developed identifying a range of possible scenarios over the next 10 years. The scenarios incorporate Town's policies and strategies regarding economic development and growth preferences. Scenarios help a community to theoretically understand how different levels of growth will impact the community's population and mix of land uses.

Planning Variables Effecting Future Growth

- Growth of Loveland, Fort Collins, Greeley, Windsor and Johnstown in their respective areas;
- How new development within the county is regulated;
- The ability of the Town of Wellington and other servicing districts to provide adequate infrastructure, particularly sewer and water;
- The costs of servicing new development;
- The price of comparable housing and the range of housing choices in other parts of Larimer County; and
- The ability of Wellington to retain its existing character, lifestyle and familiarity which is believed to be an incentive to developing new housing

to accommodate families that are attracted to the school system and community amenities.

In addition to these planning variables a number of basic assumptions were identified which were common to each of the two growth scenarios. These are as follows:

Key Growth Assumptions

- The Town will refrain from leap frog development. Growth will occur within the existing Town limits and will move outward from there to the boundaries of the Growth Management Area;
- Growth will not extend beyond the Growth Management Area and extend into the Community Influence Area;
- The growth scenarios are not mutually exclusive and are not based on a projected target year;
- Residential growth will occur primarily in currently approved subdivisions with new annexation and subdivision development probable only in the high growth scenario;
- Commercial retail and services will occur primarily in currently approved commercial/business parks;
- Only industrial uses or big box retail with a need for larger land areas than are available within the current Town limits are likely to require annexation and development within the Growth Management Area;
- The amount and rate of growth will be tied to the amount and rate of growth in Larimer County and the Fort Collins area;
- Community growth will initially result primarily from new residential development. Substantial commercial growth will occur when an adequate number of residential units exist to support the commercial growth. Moderate Commercial growth will continue even without substantial new residential growth;
- Commercial development at the I-25/Cleveland interchange will continue with build-out of available land at this location. The nature and quality will be dependent upon policies and regulations established by the Town; and
- The Town of Wellington will continue to pursue new economic development opportunities that add to the economic base. These activities will continue to diversify the local economy as business growth will provide jobs which will lead to residential and retail growth. In addition, Wellington will attract self-employed or economically independent individuals due to the appeal of small town living and nearby recreation amenities in the area. Therefore, Wellington will not decrease in size.

Growth Scenarios

1. Low Growth Rate Scenario

This scenario assumes the current slow housing market continues and residential growth within Wellington remains at a 3% growth rate. At this rate only 800 new housing units will be constructed prior to 2023, and all residential commercial growth will consist primarily of retail and services business within the currently approved commercial parks and Cleveland downtown area to accommodate the Town residents and Interstate travelers. Existence of an expanded workforce will attract small and medium sized employers to locate here.

Minor expansions to existing infrastructure including the water will be needed to accommodate growth. The Sewer Plant expansion planned for 2014 will be adequate for the planning period.

Population = 9,139
New Residents = 2,339
New Housing Units = 800
New Commercial = 24 acres
New Industrial = 36 acres

2. High Growth Rate Scenario

This scenario assumes that average growth over the next 10 years will mirror the 10% growth rate of the previous 10 years. Residential growth will fill existing approved developments within the Town limits by 2017 triggering new annexations and development proposals within the Growth Management Area.

Commercial growth will not be limited to the infill commercial development to accommodate local residents and highway travelers anticipated in scenario 1, but the residential growth will spur interest by big box retailers and other commercial interests geared toward the regional market. Larger commercial and industrial employers will also be attracted to the Town.

Under this scenario major expansions and/or additional infrastructure will be needed including water and sewer plants, additional raw water supplies, street and highway widening, storm water infrastructure improvements and parking lots or structures for downtown.

Population = 17,639
New Residents = 10,837
New Housing Units = 3,736
New Commercial = 224 acres
Industrial = 213 acres

E. Using the Growth Scenarios for Planning Purposes

As development continues to occur in and around Wellington, these growth scenarios should be referred to in relationship to the following Master Plan Elements found in Chapter IV and Chapter V:

- The Land Use Plan;

- The Transportation Plan; and
- The ability to provide adequate water and sewer infrastructure.

CHAPTER IV: THE FUTURE LAND USE PLAN

A. INTRODUCTION

This chapter of the plan identifies the major factors which have been considered in the development of the land use planning recommendations for the community. The Growth Management Area is defined, the existing land use and natural features are identified and the recommended future land use plan for the Growth Management Area is described.

B. THE GROWTH MANAGEMENT AREA AND COMMUNITY INFLUENCE PLANNING AREAS

The **Growth Management Area** is land outside the current town boundary that is deemed appropriate for urban growth, is likely to be developed at urban densities. Within this area the Town will consider annexation of lands meeting contiguity requirements of State statute.

The **Community Influence Area** corresponds to legal requirements that apply to municipalities. State statute allows towns and cities to develop a master street plan and/or annex land within 3 miles of a town boundary. In order to lawfully annex land, State statute requires, among other things, that a municipality have a plan in place for areas they want to annex (within 3 miles of town boundaries)

This Comprehensive Master Plan shall be the “3 mile plan” and The Community Influence Area boundary shall be considered the 3 mile plan boundary to comply with state statute for annexations.

C. EXISTING LAND USE and ZONING

The land use patterns in the community reflect its historic development as a pre-automobile, small agricultural community. Until recently commercial development was all located on a Main Street (Cleveland Avenue) surrounded by older neighborhoods with higher density housing on the historic grid pattern of blocks and lots. Much of the more recent development reflects typical suburban patterns: the conversion of agricultural land to large lot and medium lot residential subdivisions with curvilinear streets and attached curb and sidewalks. New commercial development has occurred adjacent to the I-25 interchange catering to automobile traffic on the Interstate Highway. Industrial development has occurred along the rail lines of the Burlington Northern & Santa Fe Railroad.

The Town of Wellington currently encompasses approximately 2,210 acres (3.45 square miles) of land. Approximately 1,220 acres are dedicated to urban land uses

which include residential, commercial, industrial, parks, schools and roads. The remaining 990 acres are currently agricultural or vacant land, although there are approved or proposed uses for development of most of this acreage. The distribution of land use activities is shown on the following table.

EXISTING AND PROPOSED LAND USE WITHIN THE TOWN OF WELLINGTON

Use	Developed Land (acres)	Percent	Undeveloped (acres)	Percent	Total (acres)	Percent
Single Family(rural density) ¹	230	19%	125	13%	355	16%
Single Family(urban density) ²	786	64%	362	37%	1148	52%
Total Single Family	1016	83%	537	50%	1503	68%
Multifamily	25	2%	14	1%	39	2%
Commercial	50	%	143	15%	193	9%
Industrial/Manufacturing	55	4%	169	18%	224	10%
Schools/ public	44	4%	25	3%	69	3%
Open Space/Parks ³	64	4%	92	10%	156	7%
Agricultural	0		26	3%	26	1%
Total	1220	100%	990	100%	2210	100%

¹ Rural Density is residential development of 0.5 acres or more per house.

² Urban Density is 3 to 5 housing units per acre.

³ Residential developments generally contain additional open space or “pocket parks” Only contiguous parcels of 2.5 acres or larger are included in this calculation

Residential Land Use

Approximately 15% of working Wellington residents work in Wellington, with approximately 70% working in Fort Collins and the remainder in Loveland, Cheyenne, Windsor and the Denver Metro area. People choose to reside in Wellington for a variety of reasons. The most often cited is its small town character, followed by housing prices. Land used for housing residents of the community accounts for 1,041 acres of the total 1,220 acres of developed land. The vast majority of the residential land use is for single family homes (1,016 acres). Higher density housing such as apartments, duplexes, four-plexes, six-plexes and mobile homes account for just 25 acres of land. Existing mobile homes are all non-conforming (grandfathered) uses of residential lots which cannot be expanded. No mobile home parks in conformance with mobile home park development regulations of the Land Use Code have been constructed to date.

Commercial Land Use

There is an estimated 50 acres of land, or 4% of total acreage in the community, devoted to retail and office uses in the town. While commercial uses have

traditionally been focused along Cleveland Avenue (Main Street, in the last 10 years most growth of commercial has been along Sixth Street. Businesses prefer the visibility from the Interstate Highway this affords. Commercial growth has also begun on the east side of I-25, again adjacent to the frontage road with visibility from the Interstate Highway

Industrial/Manufacturing

Approximately 55 acres, or 4% of Wellington's total acreage, is currently dedicated to industrial uses. Local industries traditionally were located adjacent to the Burlington Northern & Santa Fe rail lines. The older industries within Wellington's town boundaries are Front Range Steel and Advance Tank. The industries located in Wellington have not been large employers. The Light Industrial lots in Boxelder Business Park. have slowly developed and an 85 acre site along Sixth street North of Washington Avenue has been developed with a 60,000 square foot building for Cameron, an oil & gas services company.

Public Land Uses

Public land use consists of schools, parks and community facilities such as the Wilson Leeper Center, town hall, the fire station and the public works garage. Semi or quasi-public uses such as churches are also included in this category. 108 acres or 11% of the total land area in the town is devoted to public uses. The largest public land user is the Poudre R-1 school district with Rice and Eystone Elementary schools and Wellington Junior High School with a total of 44 acres. A 25 acre parcel has been annexed across Sixth Street from these schools with 10 acres owned by a church and the remaining 15 acres owned by the Town and the Boys and Girls Club. The Boys & Girls Club has started raising money for a new clubhouse on the site and the Town has plans for future town Hall and Recreation facilities there.

Agriculture

Approximately 26 acres of land within the Town is currently dedicated to Agricultural use.

Undeveloped.

Approximately 990 acres within the Town is currently vacant. Most of this land has been approved for various uses, and infrastructure is in on some of the areas, but no structures have been constructed. Single family residential use is proposed for 537 of the acres. There are currently no additional school sites proposed within the existing Town Limits.

EXISTING LAND USE AND ZONING IN THE GROWTH MANAGEMENT PLANNING AREA

No significant development has occurred within the Growth Management Planning Area except large lot, high end, single-family houses. The majority of land within this area is devoted to agricultural production. Larimer County has zoned all of the land within its boundaries. The land in the Growth Management Planning Area has been

zoned as 'open' by the County. The open district is intended primarily for agricultural use. Any subdivision requires a minimum lot size of ten acres, or use of a Conservation Development which still requires 10 acres per unit, but clusters the housing on smaller lots, with a residual area left as open space/ agriculture.

LAND USE CODE

The Town of Wellington adopted an entirely revised land use code in January of 2008 in an effort to create a predictable environment for development with many uses being uses by right in a zoning district with only a site plan approval required for development. Other uses which might create adverse impacts on the rest of the neighborhood require a conditional use approval process through the Planning Commission and Town Board.

Although local land uses are increasingly subject to contractual limitations in the form of private restrictive covenants, such covenants are always subordinate to public land use regulations.

D. THE FUTURE LAND USE PLAN and the ATTRIBUTES and CHARACTERISTICS of DESIRED FUTURE LAND USES

The Land Use Master Plan represents a synthesis of the current trends and conditions in the community, the goals and objectives for growth, and principles related to the location and compatibility of land uses. The plan allocates various general land uses compatible with the Town's zoning district designations. There are fundamental characteristics of this master plan which are important to keep in mind when examining the master plan.

The area covered by the plan is considered to be the Growth Management Area of the community. This area contains lands that are adjacent to the existing community, along transportation corridors which it is believed growth will occur naturally, or in areas where land owners have expressed an interest in being included. The current municipal boundaries of the Town of Wellington contains 3.5 square miles of land. The Growth Management Area, encompasses an additional 14 square miles, of land around the Town.

The plan recommends land uses suitable to the natural and man-made conditions within the Growth Management Area. The population that could be accommodated should be viewed as that which can be accommodated at build-out. Therefore, the plan has no specific target date. However, the growth that can be accommodated would likely extend to the year 2030. Market conditions will dictate what type of development occurs and the rate at which it occurs. The purpose of the Growth Management and Future land use plan is to ensure that growth, when or if it happens, is compatible with the planning principles incorporated into the Plans.

The concept of the land use plan is to retain the traditional character of the community while providing for expansion areas which can accommodate additional residential, commercial services, employment opportunities for residents and

additional park and recreation areas. Traditionally, Wellington has been a walkable, pedestrian-scale community with a center (Cleveland Avenue) that includes a mix of uses such as single family homes and restaurants and agricultural lands on the periphery.

Increased commercial activities are also provided for in the Future Land Use Plan to generate tax revenues and decrease the need for Wellington residents to drive long distances for convenience goods and services.

Natural Features Affecting the Plan

There are a number of natural conditions and features in the town and surrounding vicinity that influence the land use master plan proposal and the type and intensity of development recommended for the community.

Climate

The summers in Wellington are warm to hot with an average night time temperature of 69° F, and an average daily high of 83° F. In winter, periods of very cold weather are caused by Arctic air moving in from the north or northwest. The average winter temperature is 29° F and the average daily low is 17° F. The sun shines on average 72% of the time in the summer and 70% in winter.

Average annual precipitation is 14.40 inches with about 75% or 10.5 inches falling between April and September. Average seasonal snowfall is 47.8 inches. During the winter, there are an average of 18 days which have at least one inch of snow on the ground. The average relative humidity in mid-afternoon is about 35 percent. The prevailing wind is from the south with the highest speed in April at 10.4 miles per hour. Highest Velocity winds come from the north-west.

Soils

Soils in the planning areas were identified and analyzed by using the Soil Surveys of the Larimer County Area, prepared by the USDA Soil Conservation Service. A “soil association” as found on a general soil map consists of a landscape or geographic areas that have a distinctive pattern of various soils, relief, and drainage. These map units are generally named for the major soil.

Soils in the area were mapped and ranked according to their constraints for urban development. The three classifications established are slight, moderate, or severe. Much of the soil is in the moderate or severe categories, which indicates that some constraints to development exist. With regard to building site development, the moderate and severe soils are classified as such primarily due to high shrink-swell characteristics, low strength and frost action problems.

It should be noted that these soil association rankings are very general and are intended to serve merely as a warning sign when development is contemplated in a particular area. In those areas designated “severe” special attention should be paid

to the hazard or construction limitation present and to mitigation measures proposed by a prospective developer.

Wildlife

The Wellington State Wildlife Area is located east of I-25 and is made up of 3 different units: the Schware Unit, the Cobb Lake Unit; and the Wellington Unit which contains the Seth Gordon Breeding Waterfowl Unit. Hunting is permitted in the area. The Wellington State Wildlife Area is a natural boundary for development and defines the east boundary of the Planned Growth Area.

Flood Plains

The Federal Emergency Management Agency delineates two floodplains with the Town of Wellington, Box Elder Creek and the Coal Creek.

Flooding is primarily the result of localized, intense rainfall events through the late spring and summer months. Flooding also occurs as a result of snowmelt runoff in May and June. The worst potential flooding conditions would be heavy rains at the time snowmelt runoff is the highest. Flood losses can be exacerbated by obstructions that increase flood heights and velocities and when insufficiently anchored cause further damage.

Hazards from flooding are incorporated into the concerns that need to be addressed in planning for the community. An area identified as being hazardous should not be taken to mean that no development can or should take place. Land development can be designed to occupy flood plain in a manner that is safe and functional as if it were not in a flood zone. The shaping of land through grading, cuts and fills and small berms, can incorporate flood waters. Roadways, designed to confine flood flows as well as to carry traffic, could also assist in removing land areas from the flood plain. Furthermore, when building in the flood plain special precautions must be taken with regard to the elevation of structures, flood proofing, hydrostatic and hydrodynamic forces, and special precautions in the construction of water and sewer systems. Most importantly, development occurring within the flood plain must cause no increase in the 100-year flood level upstream or downstream of development.

Developers in these areas should be aware that the Town may require additional studies, special engineering practices or mitigating measure before development can proceed.

The flood plain associated with Box Elder Creek is quite minimal and remains within the confines of the creek banks. The Coal Creek flood plain runs through the older sections of the Town of Wellington which were developed prior to FEMA designation; consequently, a significant amount of development was located within this floodplain.

The Town, Larimer County, the City of Fort Collins formed the Boxelder Basin Regional Stormwater Authority through an Intergovernmental Agreement to address several regional flood mitigation projects. The first project completed in 2012 diverted the Coal Creek Flood waters to Clark Reservoir north of Wellington. This significantly reduced this floodplain through the existing town, removing all but a few residences and commercial building from the floodplain. The Coal Creek flows within the Growth Management Area north of Town between Washington Avenue and County Road 70 has also been significantly reduced resulting in an increased ability to develop the future commercial and industrial land along the Sixth Street/CR 7 corridor.

Land Use Classifications

The general land use plan allocates areas for activities and defines, among other aspects of community life, areas for living, working, shopping and recreation.

The land use designations in a general plan typically do not specifically identify types of uses. For example, the commercial category includes such divergent land uses as office buildings, gas stations, restaurants and automotive repair shops. Nor does the general plan define the specific building and development requirements of a land use type. Also, the plan does not define the allowable height of structures, the size to which they can be built, the amount of parking required or the number and size of signs that may be placed on a property. This type of information is found in the Land Use Code of the Town. Following then are the general definitions of the land uses proposed for the Town of Wellington.

Residential - residential land uses consist of areas devoted to the housing of families and individuals on a temporary or permanent basis. The land use master plan reflects the location of existing housing areas in the community and identifies new areas for housing. Three categories of residential land use are proposed and are based on the general density of the development:

Rural Density - homes at a gross density of two units per acre or less;

Urban Density - homes developed at a density of 2 units per acre to 4 units per acre. This category includes single-family detached and duplexes;

Multi-Family -- Multi-family dwelling units are leased or owned and may be, triplexes or townhomes, or two or three story apartments at a density of up to 12 units per acre;

Commercial. Commercial activities include stores that offer goods for sale and offices that provide services to residents of the Town; and

Highway commercial. This category is oriented to the traveler in the region and includes commercial uses such as gas stations, restaurants, and motels.

Community Commercial. Community centers are designed to create walking and short distance destinations for residents, a social focal point for the community, and provide basic services such as: community-focused retail (markets, video stores, bakeries, etc.), day care, elderly care, places of worship, office service stores, restaurants and cafes, personal services (e.g. dry cleaners, hair care shops, etc.) and offices for service providers (e.g. insurance companies, real estate agents, doctors, veterinarians, architects etc.).

The design and orientation of new buildings along Cleveland Avenue should be pedestrian-oriented and special streetscape improvements should be considered to make rich and enjoyable public spaces. Residential uses are allowed in this category for those who wish to live above or behind ground level retail or office space.

Light Industrial. The activities proposed for this category are aimed at providing both employment opportunities and increased tax revenues. Locations were selected because they offer regional highway and railway access and because opportunities exist to buffer existing residential development from new industrial development. The uses encouraged in this district includes light manufacturing and assembly, research and development facilities, warehousing and storage yards, offices and supporting uses in an office park-like setting. Also permitted would be some commercial uses such as eating and drinking establishments and offices. Landscaped green areas for employees should be required.

Public and Quasi-Public. This category includes facilities and services located throughout the community to serve the needs of its residents. It includes:

Reservoirs. North Poudre Irrigation Company has four reservoirs within the Growth Management Area. It is anticipated the present use of these properties will continue. Developers may acquire land adjacent to a reservoir, purchase recreation rights from the irrigation company and develop higher end residential with water views and recreation. If this type of development is proposed to come into the town, the town should require some public access and recreation amenities.

Schools. The elementary and middle school facilities of the Poudre R-1 School District are included in this category.

Other Public and Quasi-Public. Governmental and institutional users such as Town Hall, the fire station, the public works garage and quasi-public activities such as churches and day care facilities are typical of the uses found in this category.

Parks/ Open Space. Developed park land such as the park adjacent to Harrison Avenue and the ball fields west of Eyestone Elementary School are included in this category. It also incorporates the Box Elder Creek Greenway System envisioned in the Parks and Trails Master Plan.

COMMUNITY DESIGN

This Chapter of the plan briefly describes some of the development standards and guidelines applicable to the growth envisioned for the Town of Wellington. This discussion focuses on town-wide design considerations and character issues such as land use relationships, commercial design and neighborhood design. More detailed standards are usually reserved for the zoning ordinance which describe design considerations such as building heights and requirements for landscaping and lighting.

Land Use Relationships

One of the major factors involved in developing a land use plan for an area is the issue of the compatibility of land uses. How well the various functions and activities found within a community work with each other is an issue frequently analyzed. After years of separating uses, planners and citizens alike are realizing the negative consequences of those land use decisions. Instead of being able to walk to the store or to work, in many communities this requires another trip in the car further increasing pollution and traffic congestion. Further, since WWII neighborhoods have been designed placing houses on large lots, often on cul de sacs (which decrease circulation and therefore increase the number of vehicle miles driven), with little thought given to useable open space or to how the new subdivisions relates to the larger community. As Wellington continues to grow, development that challenges the current trends in residential development should be encouraged. This is not only more compatible with development patterns that currently exist in Wellington, it addresses air quality, traffic congestion, and the protection of open space.

Neighborhood Design

People and people-oriented facilities provide the focus for a neighborhood. Neighborhoods are difficult to define by size or by number of people. In many communities and small towns neighborhoods are often defined by streets, streams and rivers and areas of topographic change. Land uses needed to support a neighborhood include convenience shopping, schools, parks and other recreational amenities. Neighborhoods are generally bounded by major streets and natural features such as a stream or in the case of Wellington, railroad tracks, a major highway, creeks and irrigation ditches. In addition, the roadway system in the Town and major county road system serving the area, such as State Highway 1 Larimer County Roads 7, 9, 60 and 66 create boundaries which will likely contribute to the formation of neighborhoods in the community.

Street design and landscaping should be used to help define neighborhoods and to provide identity in the community. Landscaping along major streets is recommended and direct vehicular access onto major streets, such as from a driveway should be minimized.

New neighborhoods should also make sure they maintain connections with the existing neighborhoods. To accomplish this new roads and pedestrian pathways should be required to provide linkages to the existing street network and provide pedestrian paths that connect neighborhoods with other neighborhoods, parks, shopping, public facilities and other major destinations within the community.

To promote convenience and to improve the quality of life, day care facilities, places of worship, convenience shopping and park and recreation facilities are encouraged land uses for neighborhoods.

E. THE LAND USE MASTER PLAN

Planning Sub-Areas

Within the Planned Growth Area there are some well-defined community areas. The railroad tracks, Box Elder Creek, private and public lakes and irrigation water courses, on the west and Interstate 25, State Wildlife lands and the Windsor Ditch on the east serve as community separators and play a large role in shaping discrete areas within Wellington. Development in and around these features should pay special attention to maintaining connections with the existing community. Pedestrian bridges and paths are just one small, yet critical, way to link the various portions of the community together. More aggressive techniques such as vehicular bridges may become necessary as the population increases and the Town boundaries expand.

Not every part of the community has been divided into a sub-areas, the following are observations on the most identifiable areas and sites in the community.

Original Townsite Area

This is generally the original platted area of the community which is characterized by the grid streets and the fairly consistent size of the lots and blocks. The interruption in this pattern is caused by both the railroad line on the west and I-25 on the east. The area extends roughly from Washington Avenue on the north to Kennedy Avenue on the south.

The master plan anticipates a continuation of the types of land uses and arrangements present in the area. Infill development is expected to represent much of the new development. There are a number of opportunities to solidify the area as a center of the community. The rehabilitation and infill of Cleveland Avenue/Main Street into a mixed-use, pedestrian-oriented area is envisioned. Some examples of uses to be encouraged on Main Street include coffee shops, restaurants, professional offices, bookstores, hair cutters and, gift shops. An ad hoc committee of Main Street businesses and other interested parties looked in various

mechanisms for rehabilitating the downtown core area resulting in a Community Assessment report through Downtown Colorado Inc., and application to Colorado Main Street, a program of the Department of Local Affairs

Residential units should be permitted if people wish to live above or behind a store or office. Development or redevelopment should be required to be both front facing and built to the sidewalk. Landscaped parking areas should be located on the side or behind the structure.

I-25 Interchange

The area adjacent to the Interstate 25 interchange has been designated as a highway commercial district. Land around the interchange is the ideal place to accommodate region serving businesses which attract those traveling on the highway such as gas stations, restaurants and motels. Sensitive site planning in this area is critical to minimize the impact on adjacent residential development.

Box Elder Creek Greenway

The Boxelder greenway system represents an effort to establish a continuous open space trail system throughout the Town of Wellington and beyond. Ultimately the greenway system should connect with the regional trail system, some of which has already been developed, along the Poudre River. It also links up many of the existing and future parks planned for the community.

Greenways have three essential functions. The first is to serve as a recreational amenity, allowing users to hike, jog or ride their bikes along an extensive scenic trail system. The second is to promote non-motorized transportation along the trail system that connects key community facilities. The third is to protect and buffer streams and wetlands. Included in the greenway system plan are expanded areas for additional parks within the Town's boundaries along the creek.

Box Elder Creek Industrial Corridor

The land east of and adjacent to the railroad tracks is currently the site for industrial activities in the Town of Wellington. This area has access to both rail and highways and the availability of infrastructure to supply the utility needs of these businesses. It is anticipated that this tract of land would continue to be an employment area for the community. The growth Management Plan anticipates a continuation of this pattern with industrial uses between the railroad tracks and LCR 7 from Washington Avenue to LCR 70. Between LCR 7 and I-25 will be a continuation of commercial uses.

Entryways

The Town has a key entry point at the I-25 exit. The I-25 entryway features a change in elevation. This natural feature provides an overview of the community and announces the visitor's arrival. The enhancement of this unique entryway is critical to developing and diversifying the town's economic base. If unique and site specific

design is not taken into consideration, Wellington will find itself competing unnecessarily with other more well established highway commercial establishments within Northern Colorado and southern Wyoming.

In addition to the I-25 entryway, another entryway should be established at the curve on State Highway 1/LCR 9 as one enters Wellington from Fort Collins. Design elements such as landscaping, lighting, and signage should be used at these entryways to “announce” the arrival into the community

Master Plan Summary

The Land Use Plan Map illustrates the planning designations for the community. It shows the locations of land use activities, areas for parks and open space, areas designated for commerce and major streets and highways. Each residential land use district has a density figure attached. It is expected that as development occurs there would be modifications to suggested densities because of:

- site conditions on individual tracts of land;
- planning concepts such as clustering of development; and
- market conditions

Therefore, the densities suggested should be considered as descriptive of the intent of the plan rather than prescriptive as to the specific density of development.

The following briefly describes the magnitude of the development which could occur within the boundary of the Future Land Use Plan. These growth implications assume build-out of the community and are not associated with any time frame for development.

- The current municipal boundaries of the Town of Wellington encompasses 2,280 acres (3.6) square miles, of which a little over half or 1,173 acres is currently developed. The Growth Management Area shown in the Land Use Plan Map covers an additional 9,660 acres (15 square miles) of land.
- The Town of Wellington currently has about 971 acres developed for residential use with an additional 1,542 acres proposed for residential development. The Future Land Use Plan indicates as suitable for residential development an additional 1820 acres designated as urban density residential development, and 2340 acres designated as rural density residential development. This total area will accommodate housing for a population of approximately 10,000.
- There is currently 24 acres of land devoted to commercial use, and 193 acres of undeveloped land approved for commercial use. The Future Land Use plan shows a total of 2,180 additional acres.
- Land designated for industrial uses also show a substantial increase. Land currently used for industrial purposes total 28 acres with an additional 139 acres of approved undeveloped land. The Future Land Use plan devotes 1,700 acres to light industrial, warehousing and manufacturing uses.

- Public uses currently amount to 110 acres. Proposed Development will increase this to 310 acres. The Future Land Use plan shows an additional 1060 acres in lands devoted to parks, open space, schools and other public uses.

F. Transportation

Existing Street and Highway System

Town of Wellington is well served by local and county street systems and a state highway system. Local streets move traffic from neighborhoods to such destinations as shopping, schools, and recreation and connect up with the county and state street and highway system. The secondary system of local and regional serving roads are the County Roads. The County Roads generally follow a grid that correspond to the Weld and Larimer County's section lines. Interstate 25 is the major north-south thoroughfare in the State and runs through the Town of Wellington.

An important element in developing a roadway system is the definition of the functional classification of streets and highways within the system. The purpose is to establish a hierarchy of roadways to serve various functions and level of demand. Based on this hierarchy appropriate design principles and standards can be defined. Roads basically serve two functions: land access and mobility. The degree to which a street is expected to provide one or both of these functions determines its classification. Wellington's transportation system contain the following road classifications:

- **ARTERIAL ROADWAYS:** The arterial roads serve the major activity centers in the region, contain the highest traffic volumes and the longest trip destinations. Service to abutting land is subordinate to the provision of travel service and therefore some access control is desirable. This classification carries the major portion of trips entering and leaving the town as well as the majority of through traffic movements. In Wellington the roads that serve this function are as follows:
 - ◆ Interstate 25
 - ◆ State Highway 1 (Cleveland Avenue)
 - ◆ Larimer County Road 9
 - ◆ Frontage Road east of I-25
 - ◆ LCR 70 (Owl Canyon Road)

- **COLLECTORS** serve the same basic, but slightly more limited, function as arterial roadways. They carry traffic from one portion of the Urban Growth Area to another. The following roads fall under this category:
 - ◆ Third Street

- ◆ Grant Avenue
 - ◆ Larimer County Road 66
 - ◆ Washington Avenue (CR 64)
 - ◆ Jefferson Avenue (CR62)
 - ◆ Larimer County Road 60
 - ◆ Sixth Street (CR 7)/Frontage road west of I-25
 - ◆ Wellington Blvd.
 - ◆ Saratoga Street
 - ◆ Kit Fox Drive
 - ◆ Viewpointe Drive
 - ◆ McClellan Road
- **LOCAL STREETS.** The remaining streets in Wellington are classified as local streets. These streets provide direct access to abutting land and access to the higher roadway systems. These streets offer the lowest level of mobility and service to through traffic is deliberately discouraged.

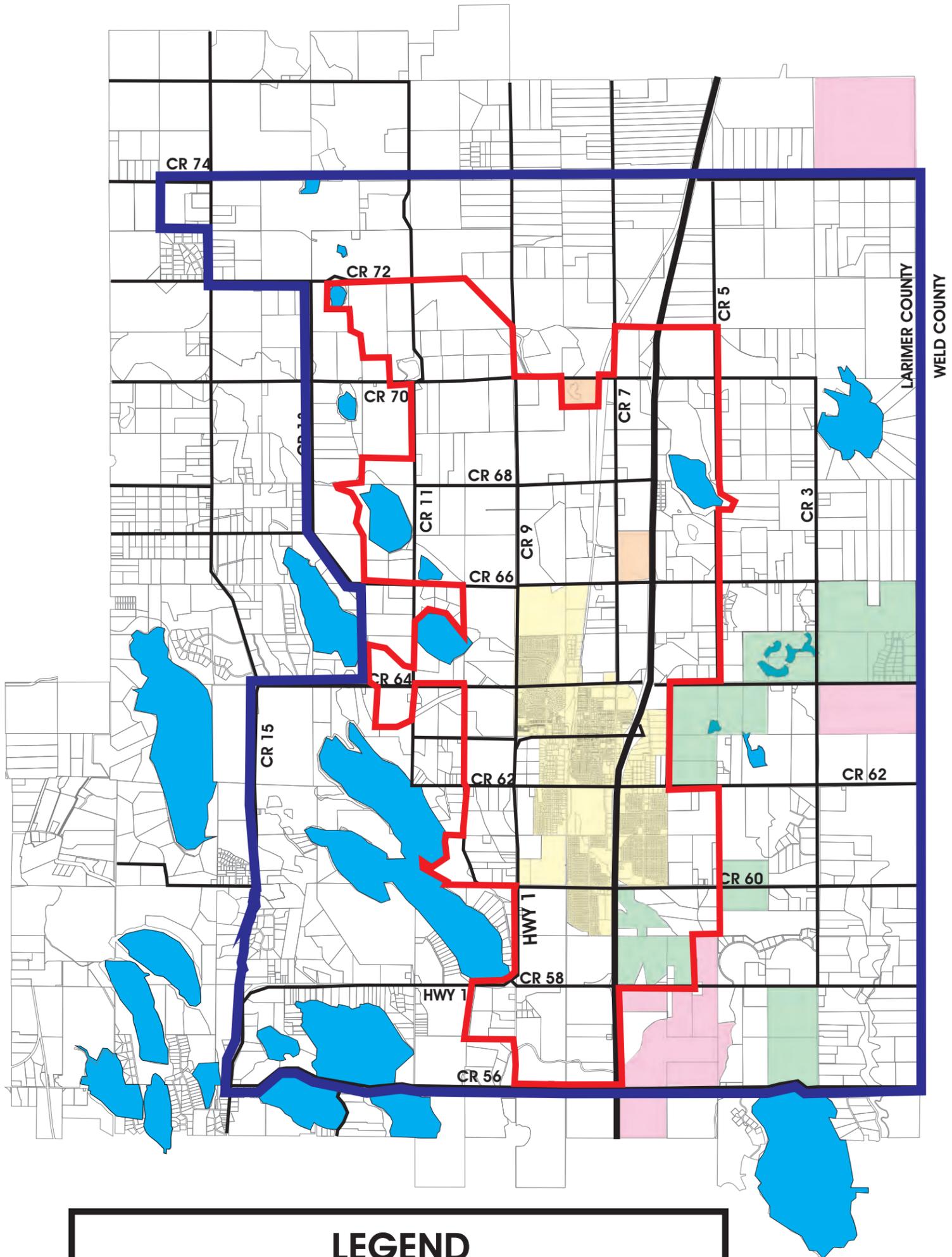
As the community grows it is recommended that existing development be required, when possible, to connect up to the existing street network. As traffic is generated by activities in the larger region, the use and improvement of roads on the one-mile space grid of the county road system should be encouraged.

In order to reduce pollution and prevent congestion, the community should provide a balanced transportation system. Pedestrian paths and bikeways should be built or improved simultaneously with new roads for auto-travel. Furthermore, since many residents of Wellington work in Fort Collins, Loveland and Greeley, the Town should work with the North Front Range MPO to establish bus or van service between the municipalities.

TOWN OF WELLINGTON COLORADO

COMPREHENSIVE MASTER PLAN, 2014

GROWTH PLAN

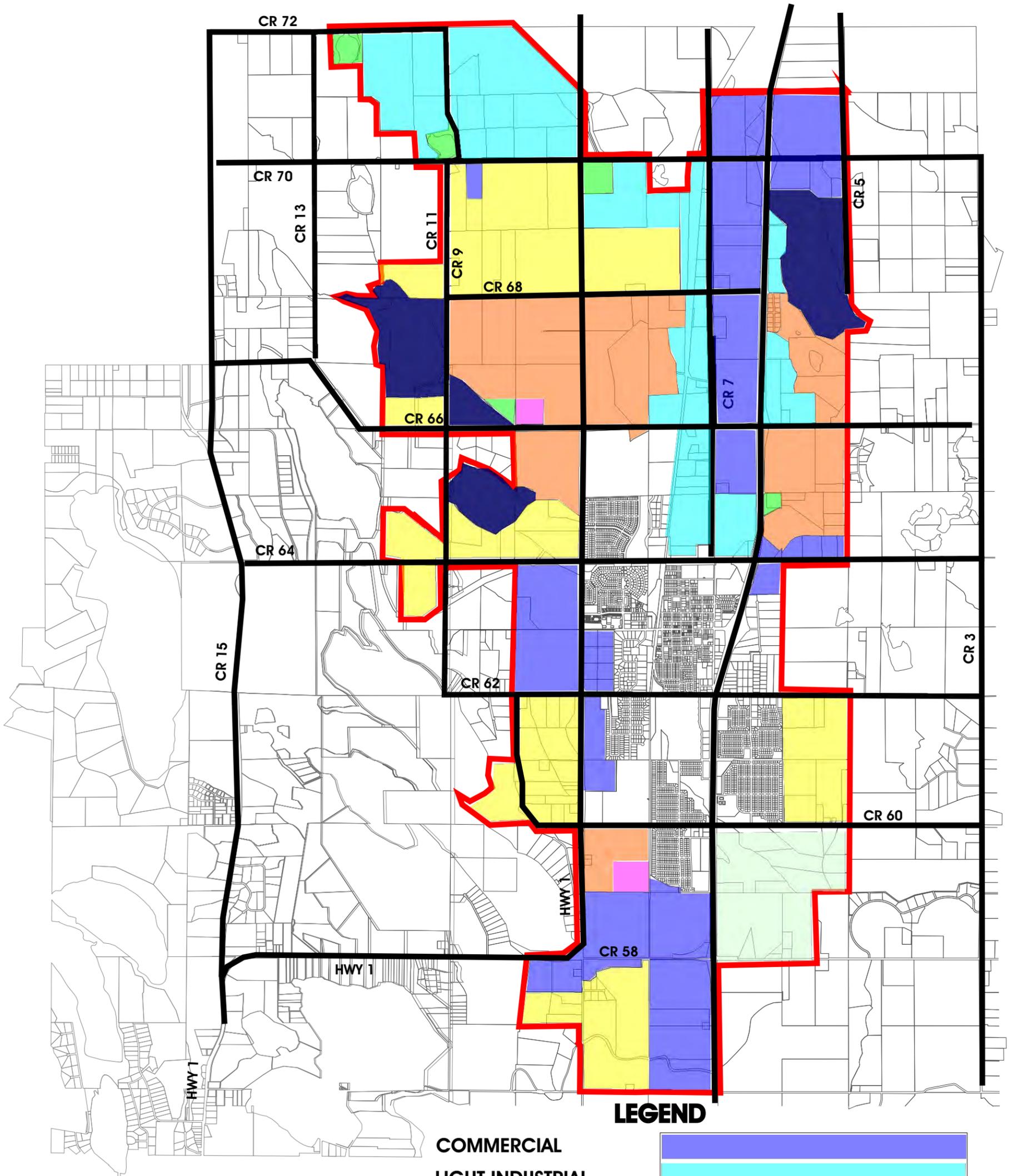


LEGEND	
EXISTING TOWN LIMITS	
GROWTH MANAGEMENT AREA	
COMMUNITY INFLUENCE AREA	
STATE WILDLIFE /CONSERVATION EASE.	
SCHOOL LAND	
PUBLIC/NON PROFIT	

TOWN OF WELLINGTON COLORADO

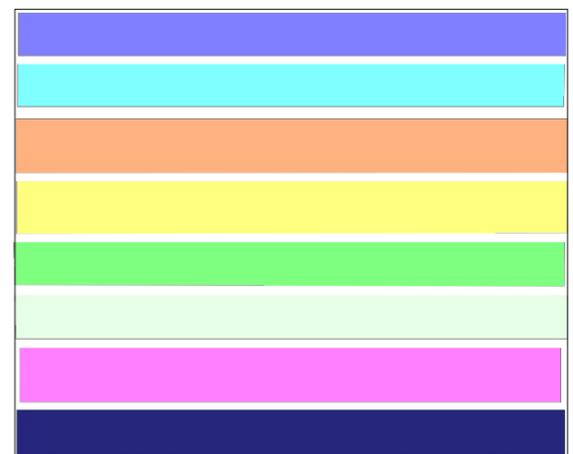
COMPREHENSIVE MASTER PLAN, 2014

FUTURE LAND USE PLAN



LEGEND

- COMMERCIAL
- LIGHT INDUSTRIAL
- URBAN DENSITY RESIDENTIAL
- RURAL RESIDENTIAL
- PUBLIC/PARKS & OPEN SPACE
- AGRICULTURE
- FUTURE SCHOOL SITES
- RESERVOIRS



TOWN OF WELLINGTON COLORADO

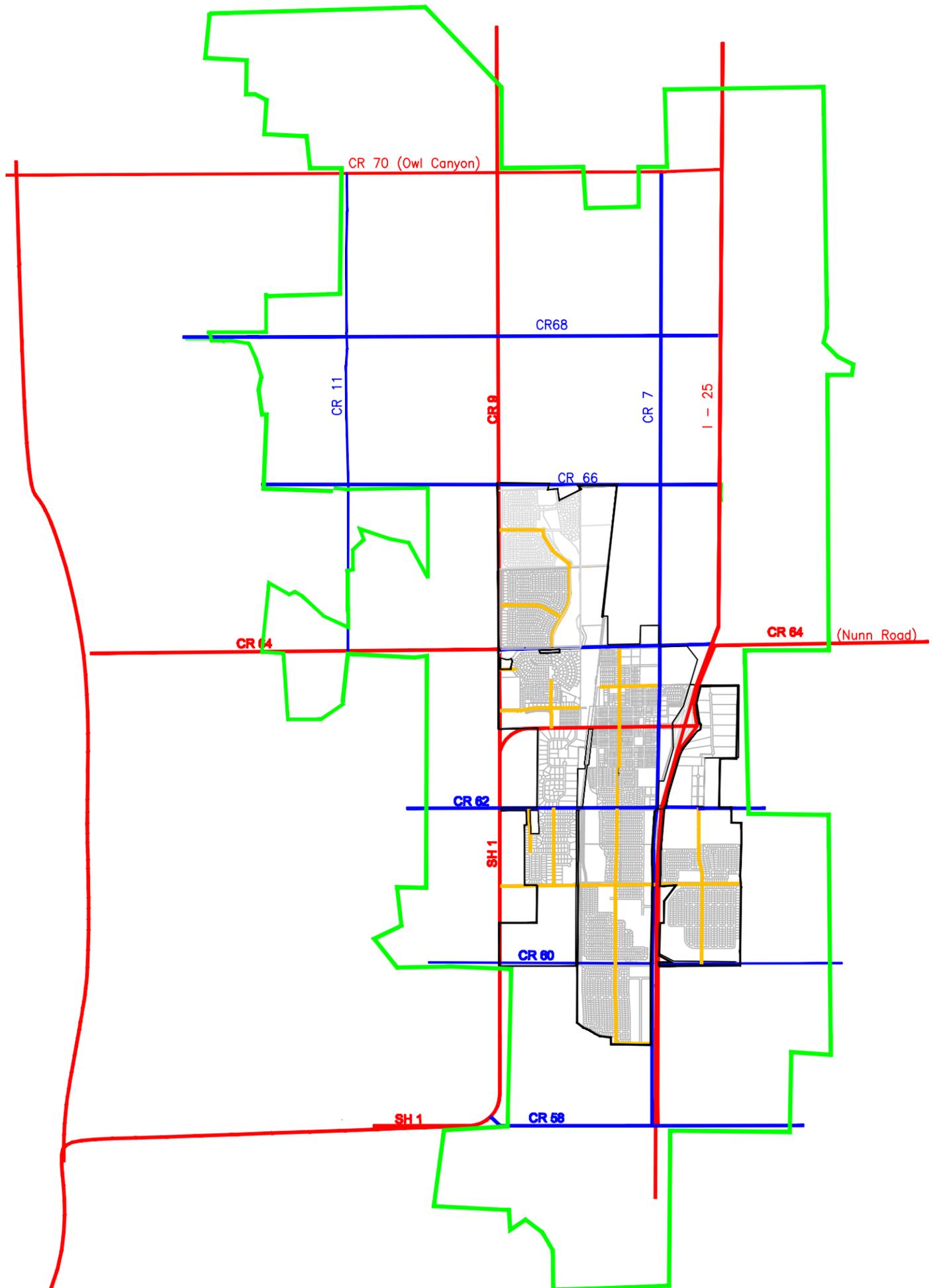
COMPREHENSIVE MASTER PLAN, 2014

STREET MASTER PLAN



THIS MAP IS NOT INTENDED TO BE USED FOR ENGINEERING OR LEGAL PURPOSES. IT IS TO BE USED FOR ILLUSTRATIVE PURPOSES ONLY.

Legend	
Arterial	
Collector - Major	
Collector - Minor	
Existing City Limits	
Growth Management Area	



CHAPTER V: URBAN GROWTH AND ANNEXATION GUIDELINES

The Growth Management and Community Influence Areas are defined in Chapter IV. This chapter sets policies for urban growth and annexation within these areas.

A. Growth Management Area Development Checklist:

1. All land within the designated Growth Management boundary found on the Growth Management map which includes the Town and immediately surrounding area should be considered part of an officially recognized "Urban Growth Area."
2. Land within the Growth Management Area will be discouraged from developing within the county if it is eligible for annexation. If the property is not eligible for annexation, development should be compatible with the Future Land Use map as to type of development and use.
3. Pursue an agreement with Northern Colorado Water Association to assure a process whereby land being annexed can be removed from the Associations service area and be provided water for both domestic and fire protection use from the Town.
4. Pursue additional water rights to accommodate growth.
5. Pursue an intergovernmental agreement with Larimer County specifically stating Wellington's intentions and preferences for the development within the Growth Management Area. This should include the formal establishment of a Growth Management Area overlay zone to manage growth in the Growth Management Area.
6. Work with the area jurisdictions to undertake necessary transportation planning which requires long range (10-20 year) planning.
7. Encourage new development within the existing town and then move outward with contiguous planned development. The Town should consider annexation and development plans for growth only if the development can demonstrate the following:
 - The development provides a timely net fiscal benefit to the Town of Wellington;
 - Externalities created by the development such as increased traffic impacts, new special districts to provide needed services, and increased police protection are clearly shown to be mitigated;
 - The development will not adversely impact the Town's ability to supply public services and facilities in a cost effective manner.

- The development agrees to grant future easements as may be required by the Town of Wellington to extend public utilities.

B. Community Influence Area Development Checklist:

For the area outside of the Wellington Growth Management Area, but within the Community influence Area the Town will need to take the following action:

1. An Intergovernmental Agreement with Larimer County should allow the Town of Wellington review of any development proposals within the Community Influence Area and the opportunity to provide official feedback to Larimer County.

CHAPTER VI: PUBLIC SERVICES AND INFRASTRUCTURE

A. Fire Protection

The Wellington Fire Protection District was formed in 1951 and is a great source of community pride. The district includes 281 square miles. Its boundaries include the Wyoming line on the north, Larimer County Road 58 on the south, Weld County on the east, and parts of Highway 287 on the west. It has two fire stations. One is located in Wellington and a second Waverly at the intersection Larimer County Road 15 and Larimer County Road 66.

The District was a wholly volunteer organization until 2013 when a full time Fire Chief was hired. There are currently 36 active fire fighters that respond to emergency calls.

In 2006 the Town & Wellington Fire Protection District has achieved an insurance rating of “5” in town and a rating of 9 in the surrounding areas on a scale of 1 to 10. The rating is based 40% on water supply and 60% on the fire department abilities. The Town’s water supply received a credit of 37.31% out of the possible 40% and the Fire Department received 30.5% out of the possible 60%. The Town missed the class rating of 4 rather than 5 by just 1.5% points. New residential development in Town should be required to be provided water service by the Town, rather than the rural water districts, so adequate fire hydrants can be installed, thereby protecting the Town’s insurance rating. The Town should cooperate with the Fire District in improving service to lower the rate class to 4 by the next time the ISO surveys the community.

B. Schools

Wellington is part of the Poudre R1 School District which includes Wellington, Fort Collins and unincorporated areas of Northern Larimer County. The school district has two elementary schools and a middle school in Wellington. There is no high school facility within Wellington. In 1964, the district closed the high school Wellington once had. Approximately 300 students (living within the current town boundaries) are bussed to Fort Collins to attend Poudre High School. As the community grows, the community would be best served by having its own high school.

Eyestone Elementary school was built in 1973 and underwent major renovations in 1988, 1992, and 2001. There were 495 children enrolled in 2013. Rice Elementary was built in 2007, with an enrolment of 447 in 2014. Wellington Junior High was initially built in 1925. It has been renovated numerous times since including a major renovation in 1993. In 2010 the Junior High was changed to a Middle School. In the 2014 school year 461 students were enrolled.

C. Police Protection

The Larimer County Sheriff's Department currently provides police protection and criminal investigations for the Town of Wellington. As the Town population has grown the number of assigned personnel and the hours of coverage within the Town has increased. Four deputies and a supervising Sergeant are currently assigned to the Town of Wellington. The Town Board of Trustees should periodically evaluate feasibility of Wellington having its own police force.

D. Water

With the exception of the 34 residential lots in Pheasant Run Ridge and Fox Chase Estates which are served by Northern Colorado Water Association, all properties in the Town are served with town processed water. The Town currently has two sources of water:

The primary source is North Poudre Reservoir #3. The Town through a contract with North Poudre Irrigation Company has the right to pull up to 2000 acre feet of raw water from the reservoir annually. The Town is currently using approximately 700 acre feet per year of the 2000 acre feet available. Provided major new residential developments are required to provide well water systems for a majority of outside irrigation, this is an adequate supply of water for a population of up to 15,000 people.

The water treatment plant located at the Reservoir #3 site can treat up to 2.5 million gallons per day with a treatment process of flocculation, sedimentation, gravity media filtration and disinfection and an additional 0.5 Million gallons per with a microfiltration package plant at the site.

The secondary source of water is three in town wells with a .5 million gallon per day nanofiltration treatment plant located on Wilson Avenue. These wells were decreed for municipal use of 1800 acre feet of water per year but included in the underground water users augmentation plan at a limit of 400 acre feet per year. This supply is currently adequate to provide emergency water in the case of a breakdown in the North Poudre System resulting in no water in Reservoir #3, or contamination of the water in the reservoir beyond the ability of the Town to treat it to potable water standards.

The Town is currently investigating additional sources of raw and/or treated water to secure an adequate supply well into the future as well as provide further redundancy in the system. One innovative possibility is the use of treating water which is a by-product of the Wellington Oil field north of Town to put into the Boxelder basin as augmentation water.

E. Sewer and Septic

Sewer:

The town operates a .45 million gallon per day extended aeration mechanical wastewater treatment plant located southeast of Town adjacent to Boxelder Creek. This plant was designed to be expanded to a capacity of 1.2 MGD in several phases. Design of the first expansion to increase capacity to 0.9 MGD is scheduled to start in 2014

The collection system consists mainly of gravity flow sewer lines and manholes, with sewer lines ranging from 8 inches to 12 inches in diameter. There is one lift station in the system serving ViewPointe, Wellington Pointe, and Buffalo Creek subdivisions on the west side of railroad tracks.

Septic:

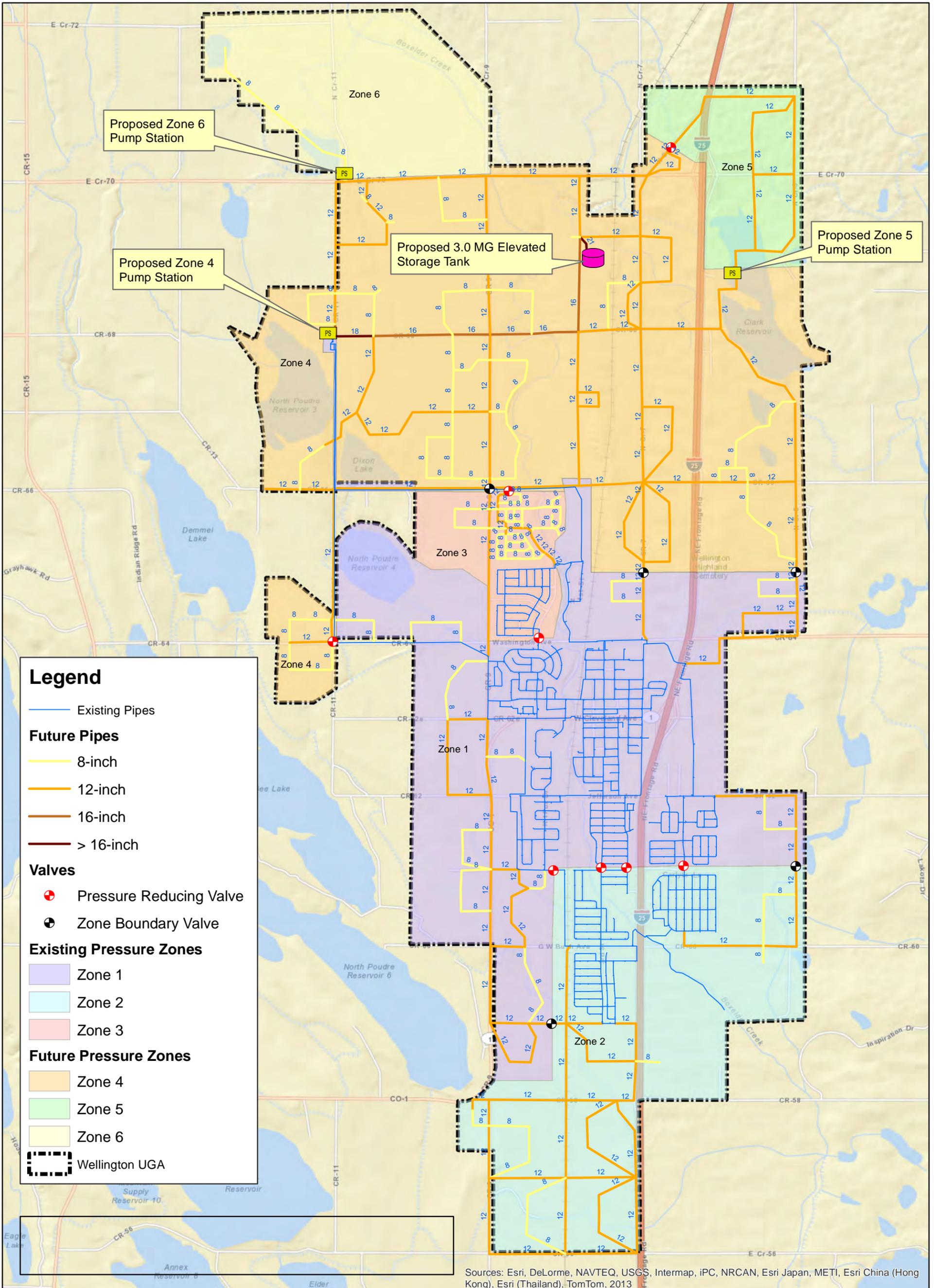
Within the existing Town limits there are approximately 118 homes on septic systems and 2 businesses:

- 69 homes in Wellington West on lots which average from 1/2 acre to 2.5 acre per unit;
- 28 homes in Pheasant Run and Fox Chase just east of I-25 on 1/2 - 4 acre lots;
- 19 existing homes on the “Old West Side of Town” (West 1st Street, West 2nd Street, West Harrison and West Garfield);
- 2 homes throughout the town, 1 on Washington Avenue and 1 along South 6th Street; and
- 2 businesses - North Poudre Irrigation Company's Shops and Front Range Steel.

The development of Viewpointe required a bore under the railroad and installation of a sewer lift station. Wellington Pointe extended a sewer main past Wellington West, and extended sewer to West 2nd Street. The town extended sewer to West Harrison and West Garfield prior to paving the streets in 2006-2007. New development extended sewer to Jefferson Avenue on the east side of the Interstate accessible for Pheasant Run and Fox Chase. Should septic systems in any area of town fail, town sewer is also now readily available. The Town should require any area served by septic to form an improvement district and extend sewer service to the area if and when septic system failures begin, or groundwater contamination is found. No new development should be approved within the Town served by septic.

F. Extending Infrastructure to Future Development:

Future Infrastructure Maps on the following pages indicate Major water and sewer mains and facilities to serve future growth in the Growth Management Area.



Legend

- Existing Pipes
- Future Pipes**
 - 8-inch
 - 12-inch
 - 16-inch
 - > 16-inch
- Valves**
 - Pressure Reducing Valve
 - Zone Boundary Valve
- Existing Pressure Zones**
 - Zone 1
 - Zone 2
 - Zone 3
- Future Pressure Zones**
 - Zone 4
 - Zone 5
 - Zone 6
- Wellington UGA

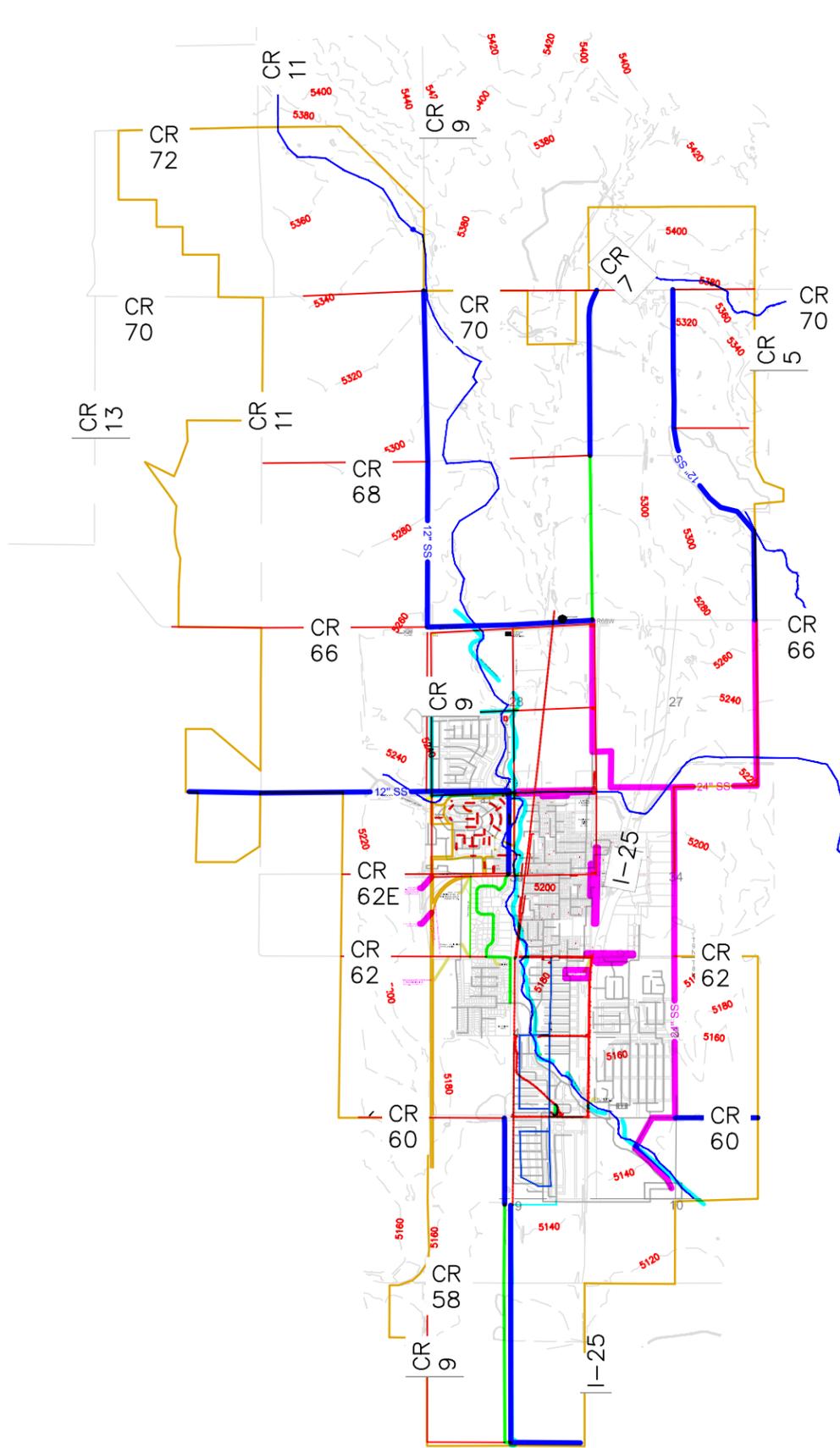
Sources: Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013



**Town of Wellington
Water System Master Plan
Proposed Facilities Future
Demand Conditions**



Town of Wellington Sewer System Master Plan



SCALE IN FEET

UTILITY LEGEND

8-INCH SEWERLINE	8" SS
12-INCH SEWERLINE	12" SS
15-INCH SEWERLINE	15" SS
18-INCH SEWERLINE	18" SS
24-INCH SEWERLINE	24" SS
30-INCH SEWERLINE	30" SS
FORCE MAIN	SS
UGA BOUNDARY	
WELLINGTON BNDRY	
ROADS	

Pipe Diam inches	Pipe Length ft
8	39205
12	61668
15	19571
18	0
24	30389
Force	9090